

Montana and the Sky

MDT - Department of Transportation

Aeronautics Division

Vol. 51 No. 10

October 2000

Montana 99's Paint Gardiner Airport

It was raining on Saturday, the day the 99's had planned to letter "GARDINER" on the runway. Sunday was windy and cold, but the runway was dry, so the dedicated group arrived in two planes with rollers, paint pans and enthusiasm.

It was a productive and pleasant morning, the weather got warmer, the wind subsided, and by noon the name in 10' letters and the elevation was completed. The "1997 Montana Airport of the Year" was finally air marked! See what can happen when you actually get a paved runway!

A sack lunch in Sagebrush Aero's hangar, and a business meeting wound things up. The wonderful women pilots got in their airplanes and flew away. The whole affair was a lot of fun. The 99's are a great bunch and we thank them for their part in aviation. In addition to airmarkings, they do a lot of education, mentoring of women learning to fly, and sponsor flying events.



Left to Right, Bobbie Powers, Tamra McKinley-Yeager, Amy Woody and Linda Marshall arrived bright and early to start their day.



Above, Bobbie Powers of Laurel air marking the runway. The 99's have air marked Glasgow, Culbertson, Ekalaka, Benchmark, Glendive, Lincoln, Thompson Falls and Twin Bridges airports just to name a few.



Administrator's Column

AGE 60 RULE LEGISLATION -

During a recent hearing before the Senate Commerce, Science & Transportation Aviation Subcommittee, testimony was taken to get an overview of how the current pilot shortage is impacting air service, particularly in smaller communities. Many issues were presented which have a negative impact on the shortage including: FAA's continued attempts to subject "one size fits all" regulations on on-demand air charter operators and regional airlines; the FAA's effort to "harmonize" United States regulations with the Europe's Joint Aviation Authorities; need for some type of a financial assistance program for pilot training; and the need for Congressional action to force the FAA to re-consider the archaic Age 60 Rule. Senator Frank Murkowski (Alaska) has introduced legislation (S. 1855), which, if passed, will extend the mandatory retirement age from 60 to 65 for airline pilots. Although this bill has bipartisan support the unions oppose it. Even though the bill will probably not be considered this year it will most likely be more seriously considered by the next Congress.



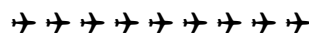
ATC SLOT RESERVATIONS VIA

INTERNET- The Aircraft Owners And Pilots Association (AOPA) has announced that, beginning September 18, 2000, the Federal Aviation Administration (FAA) will expand the Special Traffic Management Program to allow pilots to make air traffic control slot reservations, when required, via the internet. Such reservations previously were available only via telephone. AOPA has been pushing for this service during events that attract high volumes of aircraft traffic. The first event to use the new Internet system was the September 22-25 Formula One Grand Prix Race in Indianapolis, Indiana and the next will be the AOPA Expo 2000 October 20-22, 2000 in Long Beach, California.



FAA REFUSES TO GIVE PRIORITY TO U.S. COMMENTERS ON NEW RULES -

The National Air Transportation Association (NATA) voiced dismay over the Federal Aviation Administration's (FAA) refusal to give the United States commentary priority over foreign interests in assessing new FAA rules as requested by NATA. The NATA said it is "disappointed and troubled about the agency's dismissal of the associations comments." NATA expressed concern over the FAA's practice of encouraging foreign governments and nationals to not only comment on proposed U.S. regulations but also participate and even chair advisory committees assigned to consider comments submitted by United States citizens and businesses. NATA said that the FAA should consider comments of United States citizens and businesses before those submitted by foreign governments, businesses or citizens. That "the interest of foreign nationals is not necessarily in the best interest of U.S. citizens, business or economy. A proposed regulation that is based on quantifiable safety data should not be rejected, amended, or altered simply because a competing foreign government believes that the proposal is not compatible with its laws." The FAA disagrees, saying harmonization between FAA and Europe's Joint Aviation Authorities "is in the best interests of the flying public and international safety." That "foreign nations must play an important role in any committee examining harmonization issues. Since harmonization is a collaborative international effort, FAA uses working group co-chairs representing U.S. and European interests as a means for reaching consensus on technical matters." I've let my concerns be known to the FAA and other organizations about our alarming trend of "knuckling under" to the European pressures to impose their restrictive aviation regulations on the U.S. As a world leader in aviation, our FAA (and other) representatives better start standing up for what is best for the United States or we will see general aviation as it is in these foreign countries. NONE!!



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**Montana Aeronautics Division
Air Search and
Emergency Locator Transmitter (ELT)
Training Exercise**

Where: Superior Airport, Superior, MT at Ted Laurk's Hanger

When: Saturday, October 28, 2000

Time: 10:30 AM until noon

Contacts: Bob Ruthford (406) 822-4253
Ted Laurk (406) 626-538
Jeanne MacPherson (406) 444-2506

Top Ten Greatest Lies in Aviation

1. Don't worry about weight & balance -- it'll fly.
2. Me? I've never busted minimums.
3. We will be on time, maybe even a day early.
4. Pardon me, ma'am, I seem to have lost my jet keys.
5. I have no interest in flying for the airlines.
6. I fixed it right the first time, it must have failed for other reasons.
7. All that turbulence spoiled my landing.
8. We in aviation are overpaid, underworked and well respected.
9. No need to look that up, I've got it all memorized.
10. Sure I can fly it -- it has wings doesn't it?

Safety Days 2000



The Montana Aeronautics Division participated in the State Safety Days at the State Capitol on September 13. The Safety Days are sponsored by the Department of Administration and designed to promote safety awareness to the general public.

Calendar

October 7, 2000 – Alvin & Barb Hirsch Fly-In, begins early a.m. with coffee, juice and donuts, games and a great lunch at noon. For further information call (406)354-6009.

October 10 – 12, 2000 – National Business Aviation Association 53rd Annual Meeting & Convention, New Orleans, LA.

October 20 – 22, 2000 – AOPA Expo 2000, Long Beach, CA.

February 2 & 3, 2001 - Flight Instructor Refresher Clinic, Helena.

February 9-11, 2001 – Winter Survival Clinic, Helena.

March 1-3, 2001 – Montana Aviation Conference, Kalispell.

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Mountain Search Pilot Clinic

The 22nd Annual Mountain Search Pilot Clinic was held in Kalispell, September 15, 16 & 17, the mountain search pilots were treated to glorious mountain flying conditions in the Schafer Meadow, Meadow Creek and Spotted Bear airstrips. This year's flight instructors were Fred Hasskamp, Sparky Imeson, Jeanne MacPherson, Stan Read, Wayne Turner and Bill Werner. The ELT instructors were Peter Graf, Will Mavis and Jim Greil. Survival training was provided by Emergency Response International under the guidance of Chuck Thuot. The Friday evening ground school included Sparky Imeson on mountain flying, and Sheriff Jim Dupont provided an insight into ground search and rescue. Saturday evening Jeanne MacPherson presented an observer slide presentation, and Chuck Thuot concluded the evening with survival techniques. The daytime schedule kept pilots busy with ELT tracking, survival field training and learning mountain-flying techniques.



Fred Hasskamp, Flight Instructor and Dick Schaus, pilot flew into Schafer Meadows.

The 2000 Mountain Search Pilots are: Daniel Barrett, Artik Berdimurat, Marvin Blodgett, Jeanie Bystrom, Wade Cebulski, Albert Courville, Vincent Crewsey, Bill Darcy, Art Dykstra, Dave Gates, Clay Habel, Charles Hanson, Barb Hicks, Jerry Hover, Gerry Hurst, Gil Johnson, Paul Kennedy, Jim Long, Ruthmary Lovitt, Rob McDowell, Mike Beckwith, Paul

McManus, Kirk Ogrin, Chris Peek, Jim Roth, Bob Ryan, Dick Schaus, Paul Sebesta, Richard Skultin and Tamra Yeager. Thank you all for volunteering your weekend and your time in the future to air search efforts.

We would also like to thank Lynch Flying Service, John Campbell, Bob Miller and Minuteman Aviation for renting their aircraft to Montana Aeronautics Division for this important event.



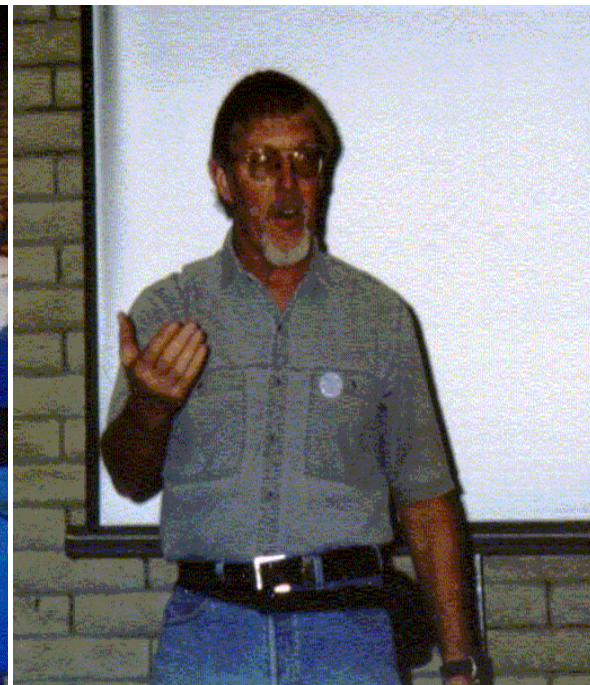
Expert Mountain Flying Instructors, Sparky Imeson, Wayne Turner, Bill Werner, Stan Read, Fred Hasskamp and Jeanne MacPherson.

At right, Will Mavis, ELT Instructor has been donating his time and expertise to the Mountain Search Clinic since it began 22 years ago!





The evening classroom sessions the grand finale of a very busy day.



Chuck Thuot of Emergency Response International provides excellent Survival Instruction, which is just another important part of training pilots for air search and rescue.



Peter Graf, ELT Instructor instructs a pilot on how to use the homing equipment; the pilots get actual hands on demonstrations finding the hidden ELT on the Kalispell airport.



To keep up with the busy schedule lunch is served in the National Guard Armory, this is also a great way for people to get together for a little socializing.



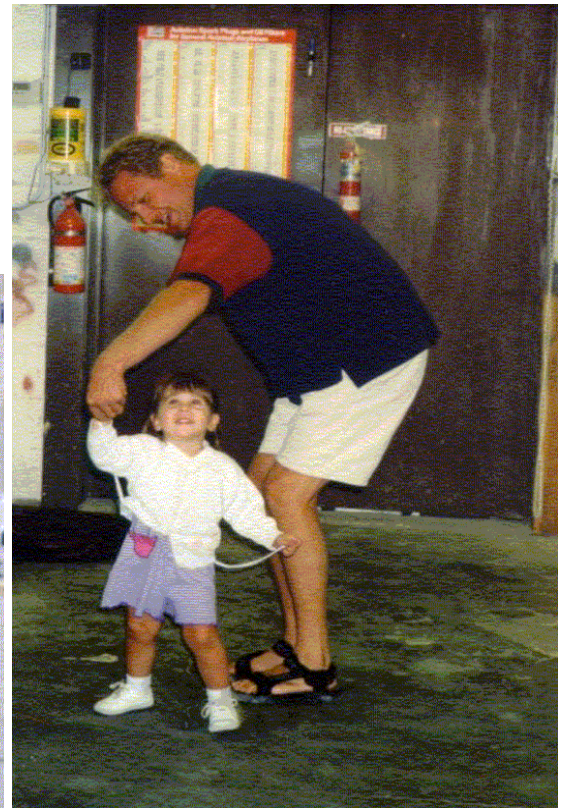
POLSON FLY-IN

The second annual Polson fly-in was a big success in spite of the wild fires throughout western Montana. Most of the smoke was in the mountains east and southeast of Polson and even though the dense smoke did curtail many pilots plans to attend, the sky in the Flathead valley was pretty much clear and sunshiny. The tie-down apron was full of airplanes and everyone enjoyed the fly-in breakfast, which was free for those who flew in. Volunteer pilots provided a Young Eagles program headed up by Bud Radke. Pilots and friends enjoyed looking at the antique, homebuilt and rare aircraft and socializing throughout the day. That evening a wonderful steak bar-be-cue and pot-luck dinner was served followed with great dance music headed up by Norm Kurtz for the young and old to enjoy. A fly-out breakfast was served Sunday morning and pilots leisurely departed for their home bases throughout the day. A lot of hard work was involved in putting on this fly-in

Tom Seabase and his volunteer helpers deserve a big thank you for a job well done. Tom Seabase has advised that the 3rd annual Polson fly-in is scheduled for August 25-26, 2001.



Norm Kurtz of Whitefish, provided superb evening entertainment.



The Fly-In is a great family affair, above Will Metz and his daughter Shelby enjoy a little after dinner dancing.



Keli Seabase instructed Larry Ashcraft on the fine art of jitterbugging.

Essential Air Service Fly-Around

Members of the Governor's Essential Air Service Task Force participated with Big Sky Airlines in a fly-around visiting the seven EAS communities the airline serves. At each stop the group was treated to a sponsored event and had the change to greet and visit with members from the local communities.

Big Sky Airlines is currently working to be re-selected for another two-year contract. One purpose of the tour was to recognize the impact of scheduled air service in central and eastern Montana and to thank those communities for its support of Big Sky.



First Officer George Valentine, Craig Denney, Chief of Operation and Captain John Stanek of Big Sky Airlines guided the troops through the skies.



All aboard.....the inside of the Metro III as it departs Billings for two productive, active days.



The tour began in Lewistown and all were treated to lively polka music by this talented quartet.

Art Contest Winner goes to Oshkosh!

Early this spring I was notified that I had won the senior division of the Aviation Awareness Art Contest sponsored by the Aeronautics Division. Because of this, I attended an awards ceremony which Governor Racicot headed and also won an all expense paid trip to Oshkosh, WI to attend the EAA Advanced Aviation Leadership Camp.

The camp lasted from the 19-28 of July. For the first eight days, the other campers and I followed a laid out schedule. We attended ground school for most of the morning and then workshops in the afternoon. The different workshops included: building wing ribs, covering them with fabric, metal working and composites. After having dinner, the rest of the night was usually ours for free time. A lot of free time was spent playing volleyball, ping-pong, pool, and lounging in the new lodge, where we lived for the duration of the camp. The EAA museum was located just across the pioneer airstrip from the lodge, which is truly a world class museum. In it are many types of historic aircraft, old and new, which most are capable of flying again.

Once the convention started, we were allowed to just look around for the remaining two days of the camp. Even with the two whole days of trying to look at everything from the ultralights at one end to the warbirds at the other, and all the exhibits in between, I didn't get to see much more than half of it. Each day at around three o'clock in the afternoon, the airshow started. During the airshow itself, we were all given passes into the performers tent where we got to meet the big names like Sean Tucker, Patty Wagstaff, and Gene Soucy. It really is amazing to see these people fly, especially for the first time.

I would really like to take the time to thank all of the people who made this possible for me and allowing me to have a really great experience. I hope that everybody has the chance to go to the Oshkosh airshow and fly-in. It is something I'll remember for a long time.

Thanks, Brent Bouma



Brent and Sean Tucker at Oshkosh 2000!



October 2000



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